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CENTRAL INTELLIGENCE AGENCY

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4. The Safety Installations Department produces all types of semaphores and switch lights, as well as control switches, manually and mechanically operated. This department also produces blocks for the rails to stop freight cars during shunting, bell systems, and Bromberg-type batteries. These products are used on all railroad lines in Bulgaria, including narrow-gauge lines. The colored glass used in semaphores and switch lights is brought in from Czechoslovakia. Formerly, the safety device controlling machines and automatic installations were made by the German Siemens Company, whereas all the new ones are being brought in from Hungary.
5. During December 1950 two safety centray (sic) apparatuses were imported by the State Enterprise ELFROM to be used in the Vasil Kolarov Factory. These machines were to be studied by a certain engineer Merdjanov and his assistants so that 15 such apparatus might be constructed in Bulgaria for the Bulgarian National Railroad.
6. The accumulators for electrical signal and safety devices are gas-operated and are principally made by Ilo and by an unknown Hungarian company.
7. Signal and safety installations and devices are presently being standardized by the government so as to be interchangeable throughout the country. This program is suffering because of a lack of materials.
8. The various signal and safety sections have between 15 and 20 brigades of workers. All these workers are hired on a temporary basis and are not controlled by the railroad service cadre. The brigades maintain work cars at the various stations where work is being conducted, and the laborers sleep and live in them. Almost every Saturday the foremen of these gangs come to Sofia in order to report on the work accomplished during the week. They also collect various free gifts of food and other material for the workers. While in Sofia these foremen usually are obliged to attend Party rallies held in an attempt to step up production. Control of the brigades is maintained through so-called instructors, who are listed as "organizers of the projects". There are three such instructors: one for the northern railway network; one for the southern rail network; and a reserve instructor to be sent wherever needed. Each instructor has an assistant.
9. The Switching Department maintains all switches in the rail system and supervises construction of new switches.
10. The Carpentry Department erects wooden barracks to house the brigade workers and makes wooden parts of railroad cars and hand cars. They also make doors for the pump houses in the various stations and perform the other carpentry work necessary in the running of the railroads.
11. The Car Weighing Department produces scales for weighing railroad cars and smaller scales for weighing smaller loads of stock at the various stations.
12. The Electrotechnical Department handles the mounting of electrically-operated trains, makes electrical installations in the pump stations and in railroad workers' housing, rewinds electromotors and coils, and runs a nickel-plating operation for various parts of machinery.
13. The Motor Hand Car Department constructs motorized handcarts and ordinary handcarts according to the needs of the various divisions of the railroad.

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14. The Bridge Department is charged with the construction and repair of all railroad bridges, railroad workers' houses, pump stations, and water reservoirs.
15. The Tinsmith Department produces lanterns for switches and semaphores. They also produce waterproof tubing for the various control cables. As a sideline they produce stoves needed by the railroad.
16. The Paint Department is charged with all necessary painting of the railway system.
17. The Welding Department is charged with all types of welding necessary in the construction and maintenance of railroad equipment.
18. The Blacksmith Department is charged with forging all necessary parts needed by the Car Weighing Department.
19. The railway system has a gravel-cracking machine which is mounted on a diesel chassis and moved over the rail lines to wherever it is needed. This machine was purchased in Switzerland some years ago, but stood on a back spur line until 1950 when a mechanic specialist was finally found to assemble it.
20. The plant has its own fire service conducted by a senior fireman and two assistants. Within the plant area there are two large gasoline tanks containing approximately 60 cubic meters of water for use of the fire brigade. In front of each building and warehouse there are fire hoses and buckets, as well as sprinklers. The fire department also has several hand pumps which can be operated on handcars. All buildings in the plant area are connected by a narrow-gauge rail line.
21. The normal labor staff of the plant, including all teams in the field, runs between 1,000 and 1,500 people, depending upon the projects under way. During May 1951, this force had been cut down to between 500 and 600 people.
22. Because of the lack of sufficient electric power in the Sofia area, the various industries take different days off. Monday is the day off for the Equipment and Installations Plant.
23. The plant maintains a dining hall which serves dinner to all the workers for 50 leva. The food is comparatively tasty and of good quality, but is poorly prepared in the kitchen, because of the lack of qualified cooks. The workers prefer to eat in the mess hall as it saves them bringing lunch from their homes. Each morning all workers who work in atmospheres containing poisonous gases receive a daily ration of one-half liter of fresh milk.
24. The plant has a security service whose function is the safekeeping of all plans, diagrams, maps and other documents pertaining to the railroad. Each day, when a classified document is given out, the receiver must return it at the end of the day, when it is again filed away. This security service is headquartered in the office building. The room has steel bars on the windows and, in addition to a wooden door, there is a steel-barred door with a small aperture through which the documents are passed. There has been a noticeable tendency to overclassify the documents used by the plant; most of the documents contain in the upper right-hand corner the designation "Confidential", or "Strictly Confidential".

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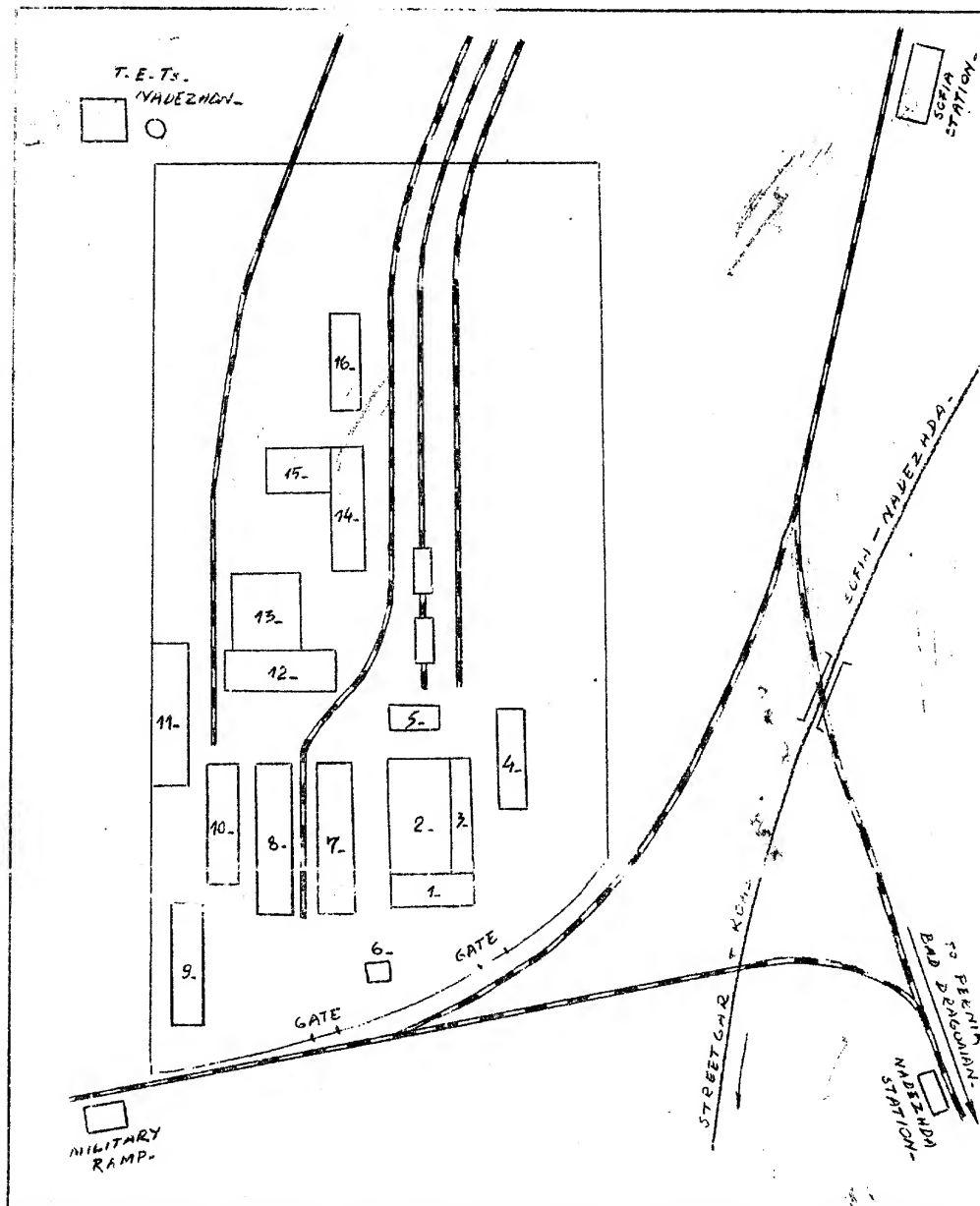
25. All workers and clerks employed at the plant are equipped with entrance cards bearing their photographs. All outsiders must obtain a special permit to enter the plant area, and when receiving this pass they must surrender their identity cards. The man checking identity cards at the gate is a member of the plant and has as his assistant a member of the Railroad Militia. The Railroad Militia maintains an uchastuk (battalion) in the Sofia station. In the evening, the plant area is guarded by the Militia and several volunteers from the Communist Party armed with rifles.
26. The Labor Control Service is located in the central administrative building. This service checks on all tardiness, absence, and leaves of the workers. The same service arranges for food cards and free passes to the families of all workers residing within a 250-kilometer radius of Sofia.
27. The plant maintains a first aid station with a doctor and a medical technician assistant. There is also a dentist's office in the plant where all permanent workers can have dental work done.
28. The plant maintains a cobbler shop for the free repair of all plant laborers' and clerks' shoes. The plant also maintains a grocery store for its personnel.
29. The plant director is Lilo Lilov. The chief of the Safety and Security Installations Department is Vasil G. Palatov. The following are project organizers and inspectors: Radi Tsvetkov, Slavcho Stamenov, Ivan Kristov, Bachovets, Nikolai Kolev, Vasil Stoyanov, Pencho Zorov, and Todor Manov. A certain Zhekov is the Chief of the Planning Division, and Dimitur Samokovliev is the Chief of Norms.

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EQUIPMENT AND INSTALLATION PLANT - SOFIA -

LEGEND

1. Administration Building
2. Blacksmith Department  
Railroad Car Scales Department  
Handcar Department  
Welding Department
- 3 & 4. Carpenter Department
5. Electro-Technical Department
6. Transformer
7. Paint Department and Warehouses
8. Warehouses
9. Fire Department, Store, Insurance Office
10. Mess Hall and Kitchen
11. Security Service, Cadre Service
- 12 & 13. Draftsmen, Lathe-Mechanical Department
- 14 & 15. Safety Installations Department and Norm Service Office
16. Switch Department

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